

Part V

The Plan Maps

Using the Bay Plan Maps

The maps that follow are an integral part of the Bay Plan. They are based on—and show how to apply—the Bay Plan policies. The maps also identify the shoreline priority use areas and illustrate the Commission's tidal water jurisdiction. The Plan map notes and suggestions, which accompany each map, are advisory and are not Commission policies.

1. **Plan Map Policies.** The “Bay Plan Policies” listed opposite each corresponding Bay Plan map are enforceable policies and have the same authority as the policies in the text of the Bay Plan.
2. **Plan Map Notes and Suggestions.** Comments that are not part of the Bay Plan policies—e.g., suggestions for further study, clarification of policy, and alternative proposals—appear as “Plan Map Notes” and “Commission Suggestions” opposite the corresponding map. These comments are not enforceable policies of the Commission.
3. **Priority Use Areas.** All shoreline sites designated for priority uses (as identified in the Bay Plan policies) are indicated on the Plan maps. Development of these sites should be governed by the Bay Plan policies for each specific use. The specific boundaries of the priority use areas are set in Commission Resolution No. 16. The Commission's staff should be consulted concerning questions of precise priority use area boundaries. Development of shoreline areas not proposed for any specific use should be consistent with the Bay Plan policies for Other Uses of the Bay and Shoreline.
4. **Commission Jurisdiction.** The Plan maps are not intended to delineate the Commission's jurisdiction. The Commission's legal jurisdiction is described in the McAteer-Petris Act and the Commission's regulations, and has been affected by certain court decisions. The Commission's staff should be consulted concerning questions of precise jurisdiction. Areas of the Bay subject to tidal action (and thus subject to the jurisdiction of the Commission for control of filling and dredging) are illustrated on the maps in light blue as are certain tributaries in which filling and dredging are also controlled because of their ecological importance.

Special Area Plans

Special area plans, which apply Bay Plan policies in greater detail to specific shoreline areas, are identified on the Plan maps. The purpose of special area plans is to more precisely guide public agencies and private parties as to what fill, dredging, or change of use of a shoreline area would be consistent with the McAteer-Petris Act and the Bay Plan policies. The special area plans adopted by the Commission are:

1. **San Francisco Waterfront Special Area Plan** (adopted April 1975)—applies to the San Francisco shoreline from the east side of the Hyde Street Pier to the south side of India Basin.
2. **Benicia Waterfront Special Area Plan** (adopted April 1977)—applies to the Benicia shoreline from West Second Street to the Benicia-Martinez Bridge.
3. **South Richmond Shoreline Special Area Plan** (adopted May 1977)—applies to the Richmond shoreline from the west side of Shipyard Three to the southeastern City boundary.
4. **Richardson Bay Special Area Plan** (adopted December 1984)—applies to Richardson Bay from a line drawn between Cavallo Point in Marin County near the Golden Gate Bridge and Point Tiburon in Tiburon.
5. **Suisun Marsh Protection Plan** (adopted December 1976)—applies to the Suisun Marsh in Solano County.

Plan Map 6

Central Bay South

PLAN MAP NOTES

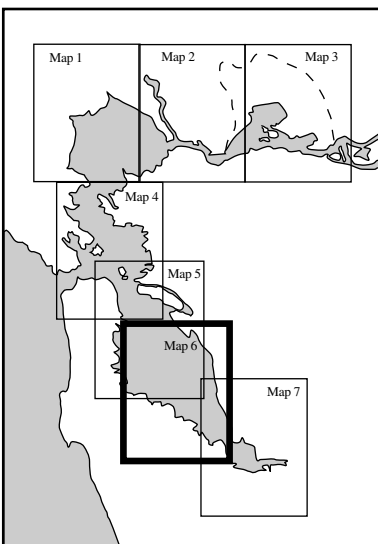
Hayward Area Waterfront - The Hayward Area Shoreline Plan, a detailed plan for the Hayward area shoreline between the San Leandro city limits on the north and Fremont and Union City city limits on the south, was prepared by the Hayward Area Shoreline Planning Agency. The Plan, adopted by the City of Hayward, Alameda County, East Bay Regional Park District, and the Hayward Area Recreation District, provides for marsh restoration and shoreline recreation use.

Greco Island - Largest remaining marsh in South Bay. Tidal marsh and adjacent tidal flats are part of Don Edwards San Francisco Bay National Wildlife Refuge and are important feeding areas for birds. Area used by California Clapper Rail, a rare species of bird, endangered by loss of habitat.

San Mateo (City) Waterfront - Presently undeveloped. Detailed planning needed to determine most desirable waterfront design emphasizing recreation with minimum of Bay filling.

Burlingame Waterfront - Developing waterfront requires detailed planning to determine the most desirable waterfront design emphasizing recreation and public access with a minimum of Bay filling.

Don Edwards San Francisco Bay National Wildlife Refuge - The addition and restoration of land or water with high aquatic life and wildlife habitat value or good habitat restoration potential to Don Edwards San Francisco Bay National Wildlife Refuge would be in accord with Bay Plan policies.



Amended May 2002

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Bay Plan Policies and Commission Suggestions

BAY PLAN POLICIES

- 1 **Oakland Airport** - Further expansion into the Bay only if clear need is shown by regional airport system study. Keep runway approach and takeoff areas clear of tall structures and incompatible uses.
- 2 **San Leandro Shoreline Park System** - Protect and provide public access to shellfish beds offshore.
- 3 If not needed for salt production, ponds west of Coyote Hills should be managed as permanent wildlife area.
- 4 **Dumbarton Bridge** - Design proposed high-level bridge to have slim profile and minimum supporting structure and to enable motorists to see Bay and shoreline. Approaches should provide for fishing and wildlife observation.
- 5 **Harbor Seal Haul-Out** - Protect harbor seal haul-out and pupping site where harbor seals rest, give birth and nurse their young. Projects allowed only if protective of harbor seals and other sensitive wildlife.
- 6 **Greco Island** - Expand wildlife refuge to include entire island. Protect harbor seal haul-out and pupping site where harbor seals rest, give birth and nurse their young.
- 7 **Port** - See Seaport Plan. Expand marine terminals and water-related industries. Some fill may be needed.
- 8 Provide public access to the Bay along levees in a manner that is protective of sensitive wildlife. Provide trail linkage between San Carlos Airport and Whipple Avenue.
- 9 **Bair Island Ecological Reserve** - A joint management effort by the California Department of Fish and Game and the U.S. Fish and Wildlife Service. Restore and enhance habitat for the benefit of wildlife and aquatic life. Protect harbor seal haul-out and pupping sites where harbor seals rest, give birth and nurse their young.
- 10 **Redwood Shores** - Provide continuous public access to Bay and to Belmont, Steinberger, Smith, and Corkscrew Sloughs if in a manner protective of sensitive wildlife; where appropriate include paths, beaches, small parks, and wildlife observation areas. Protect harbor seal haul-out and pupping site where harbor seals rest, give birth and nurse their young. Projects allowed only if protective of harbor seals and other sensitive wildlife.
- 11 **Harbor Seal Haul-Out** - Protect harbor seal haul-out and pupping site where harbor seals rest, give birth and nurse their young. Projects allowed only if protective of harbor seals and other sensitive wildlife.
- 12 **Foster City** - Provide continuous public access to Bay and Belmont Slough, including paths, beaches, and small parks.
- 13 Protect and provide public access to shellfish beds offshore.
- 14 **Harbor Seal Haul-Out** - Protect harbor seal haul-out and pupping site where harbor seals rest, give birth and nurse their young. Projects allowed only if protective of harbor seals and other sensitive wildlife.
- 15 **Coyote Point Park** - Expand beach and marina. Some fill may be needed. Protect harbor seal haul-out and pupping site where harbor seals rest, give birth and nurse their young. Projects allowed only if protective of harbor seals and other sensitive wildlife.
- 16 **Bayside Park** - Retain lagoon as open water.
- 17 **San Francisco Airport** - Further expansion into Bay only if clear need is shown by regional airport system study. Keep runway approach and takeoff areas free from tall structures and incompatible uses.
- 18 **Regional Restoration Goal for South Bay** - Restore large areas of tidal marsh connected by wide corridors of similar habitat along the perimeter of the Bay. Several large complexes of salt ponds, managed to optimize shorebird and waterfowl habitat functions, should be interspersed throughout the region, and natural unmanaged salt ponds should be restored on the San Leandro shoreline. Natural transitions from tidal flat to tidal marsh and into adjacent transition zones and upland habitats should be restored wherever possible. See the Baylands Ecosystem Habitat Goals report for more information.

Plan Map 6

Bay Plan Policies and Commission Suggestions

COMMISSION SUGGESTIONS

- (A) If no longer needed for salt pond production, enhance area for wildlife and aquatic life.
- (B) San Mateo - Prepare precise plan and development program for waterfront emphasizing water-oriented recreation. Some fill may be needed.
- (C) Burlingame - Prepare precise plan and development program for waterfront; include continuous public access to Bay shoreline for viewing and fishing. Some fill may be needed.
- (D) Develop scenic drive and riding and hiking trail along waterfront from airport to Foster City.



Plan Map 6

Central Bay South

